

INFORMATION REPORT

CD NO.

25X1A

COUNTRY Czechoslovakia

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DATE DISTR. 1 NOV 50

SUBJECT Railroad Station at Cierna nad Tisou and Railroad Lines

NO. OF PAGES 2

PLACE
ACQUIREDNO. OF ENCLS.
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SUPPLEMENT TO
REPORT NO.C10
246

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- The railroad station at Cierna nad Tisou has the following tracks and installations:
 - Total length of tracks 750 m
 - Total width of tracks 400 m
 - Length of 8 main tracks 750 m
 - Length of sidings 600 m
 - Stationhouse, made of wood
 - Toolhouse, made of wood
 - Two locomotive sheds for heating engines; each building, made of stone, has three tracks and is capable of holding 20 locomotives.
 - Transshipping ramps, about 60 m long
 - Stores of coal, about 500-600 tons; two small cranes
 - Building, 25 x 10 m, for SNB guards.
- The Soviet tracks have no railroad station, loading ramps, or stores, and they are permanently guarded. Grain and fodder are brought in from the USSR, and Czech exports to the USSR exceed imports from the USSR.
- A second track on the line from Cierna nad Tisou to Michalany is being laid at great haste for a distance of about 48 km. Groundwork has been finished and rails for a distance of 10 km have been laid. School children as well as gypsies were seen working on this stretch. Bridges and crossings are also being constructed.
- Every bridge on the line from Kosice to the border of Cierna nad Tisou is guarded by the SM and the militia.

CLASSIFICATION

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5. From Bohumin to Spišská Nova Ves the track is double-gauge. From Spišská Nova Ves further east a second track is being laid for about 30 km as far as Krompachy. Roadbed has been completed but it is estimated that the actual laying of the track, which involves strengthening of bridges and crossings, cannot be finished for another ten months.
6. From Krompachy to Kosice, the line is still a single-track railroad and there is no evidence that a second track will be laid. This is also true of the line between Kosice and Michalany.*

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Comment: It seems surprising that no effort is being made to double the tracks between Krompachy and Michalany. This would indicate that in case of conflict the USSR intends to rely more on the line between Čierna nad Tisou - Slovenske Nové Mesto - Sátoraljaújhely - Budapest, than on the Czech line via Slovenske Nové Mesto - Kosice - Bohumin.

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